BUREAU OF ENVIRONMENT

CONFERENCE REPORT

DATE OF CONFERENCES: April 5 and 12, 2007

LOCATION OF CONFERENCES: J.O. Morton Building

ATTENDED BY: Nadine Peterson, Charles Hood, Marc Laurin, Cathy Goodmen, Jon Evans, Marc Laurin, Kevin Nyhan, Chris Waszczuk, Stephen Liakos, Bob Juliano, Bob Landry, Mark Richardson, Dave Scott, Dave Powelson, Jason Tremblay, John Kallfelz, C.R. Willeke, and Alex Vogt, Phil Miles, Karen Gola, Bill Hauser, and Dennis Danna NHDOT; Jim Garvin, Linda Wilson, and Edna Feighner, NHDHR; Bill O'Donnell, FHWA; Jamie Paine, CLD; Josif Bicja and Matt Low, HTA; Bob Gillette; and Hillsborough participants – Arlene Johns, Gary Sparks, Herman Wiegerlman, Albert Rex, Matthew Taylor, Abby Rand, Robert Johnson, Samuel Stark, Martha Stark, Schyler Jones, Melissa Hanlon, Peter Imse, Christina Chadwick, John W. Merchant, Thomas Prieto, Johanna Lyons and Paul Hayner; Tom Marshall, SEA; Craig Ohlson and Dan Donovan, Town of Deering; Michelle Rober, Conway; Greg Bakos, VHB; Jason Gallant, Louis Berger; Addie Kim, Jim Fisher, and Javier Salinas, HNTB; Gene Sawyer, Michelle Marshall, and Deborah Finiigan, City of Portsmouth; and Lynne Monroe and Carol Hooper, Preservation Company; Kirk Mohney, Maine Historic Preservation Commission (by phone).

SUBJECT: Monthly SHPO-FHWA-ACOE-NHDOT Cultural Resources Meeting

Thursday, April 5, 2007

Ossipee, X-A000(717), 15296: Whittier Covered Bridge: Participants: Dave Powelson, Mark Richardson and Robert Gillette, Ossipee.

R. Gillette came in to discuss potential funding opportunities under the National Historic Covered Bridge Preservation Program to repair damage to the Whittier Covered Bridge in Ossipee. The bridge had significant repairs in the 1930s and 1980s and is in poor condition. It has been closed to all traffic, including pedestrian. There is significant concern that the bridge is in such poor condition that it may collapse under additional snow loads. B. O'Donnell provided a brief update on FHWA's National Historic Covered Bridge Preservation Program and said that new applications will be accepted in the next 6-8 weeks. D. Powelson provided R. Gillette with several examples of applications DOT had prepared for previous submissions (including the Swanzey bridge). Under the program, the Town will be responsible for 20% of project costs. R. Gillette indicated that the Town is in the process of coming up with this funding through bond issues and other grants. The projected cost of repairs is approximately $850,000 with the Town hoping to raise $200,000. R. Gillette noted that the Town may undertake emergency stabilization repairs on the bridge prior to receiving funding under the National Historic Covered Bridge Preservation Program and was worried that the expense to complete this work would not be considered part of the match. B. O'Donnell thought that as long as the Town followed correct protocols and documented expenditures, this emergency repair could be considered part of the overall project, thus its cost could be part of the Town's match. J. Garvin indicated that all work

should follow the Secretary of the Interior's Standards. The overall project may take 2-5 years to complete.

Lebanon, X-A000(141), 13951: Participants: Charles Hood, Jon Evans, John Kallfelz, Jason Tremblay, David Scott and Alex Vogt.

J. Evans provided an overview of the project area and the natural and cultural resources, which have been identified in the area. The proposed project consists of replacing the bridge that carries US Route 4 over the Mascoma River (Br. No. 188/126), near its intersection with NH Route 4A in Lebanon, NH. The current bridge contains 6 spans, one of which is located within the channel of the river. Running parallel to the river is the corridor of the Northern Railroad, which has been converted into a recreational trail. The southwestern quadrant of the existing bridge contains a conservation property owned by the City of Lebanon.

J. Kallfelz provided a description of the current design which involves replacing the existing 6 span bridge with a 450 foot, 3 span structure located just to the east of the existing structure. The intersection of US Route 4 and NH Route 4A will be redesigned to include a roundabout. A roundabout was chosen to accommodate future increases in traffic volumes on both US Route 4 and NH Route 4A. This will also eliminate the need for additional lanes and a wider bridge to accommodate left hand turns onto NH Route 4A.

J. Kallfelz and A. Vogt indicated that the existing bridge is in poor condition and the entire structure including the piers would be removed upon completion of the new bridge.

E. Feighner indicated that several years ago she and Bob Goodby performed an archaeological investigation on the southern bank of the Mascoma River just downstream from the bridge and found the remains of the Lebanon Mill. J. Evans noted that most of the work would be occurring on the upstream side of the existing bridge since this is the location for the proposed structure. A. Vogt added that construction access to the southern bank of the river would likely be obtained by traveling down Mill Road to the southwest of the bridge and along the recreational trail adjacent to the Mill site noted by E. Feighner. This would likely require minimal stabilization of the existing roadway and recreational trail, but is not expected to disturb the Mill site.

E. Feighner requested that a Phase 1A archaeological survey be conducted along the length of the area affected by the roadway alignment shift and construction of the new bridge.

N. Peterson and J. Garvin indicated that they had discussed this project on several previous occasions and had agreed that removal of the bridge would be mitigated by the preparation of a state level HAER document.

E. Feighner requested and received a USGS Topographic map and pictures of the area for the file.

New Hampton, X-A000(076), 13876: Participants: Jon Evans, Charles Hood, John Kallfelz.

J. Evans and J. Kallfelz provided an overview of the project. This project involves the expansion of the New Hampton Park & Ride Lot on State DOT Drive in New Hampton, NH. Expansion of the existing lot is expected to be located to either the east or west of the existing parking lot. All

work associated with this project will be contained within the limits of the existing state-owned property and will be conducted by NHDOT forces. This Park & Ride facility is often full beyond capacity, requiring vehicles to park along the roadway leading to NHDOT Patrol Shed 324. The intent of the project is to expand the existing lot to increase capacity and encourage continued use of the facility.

J. Kallfelz indicated that the current preferred alternative calls for the lot to be expanded to the west of the existing lot. This area contains a small hill with few trees and therefore would be easier to construct than an eastern alternative. J. Evans indicated that during a site visit he and C. Hood spoke with an individual from Highway Maintenance who noted that the soils in the hill appeared to be variable fill materials, possibly excess material from the construction of Interstate 93. This individual also indicated that an eastern alternative was being investigated as it would make the property more visible from NH Route 104.

L. Wilson indicated that this lot is very remote and that if it were opened up and more visible from NH Route 104 people might be more inclined to use it at night. She also noted that lighting might also be considered at this site to enhance nighttime security. J. Kallfelz indicated that he would review these concerns with NHDOT District 3.

E. Feighner requested and received a USGS Topographic map and pictures of the area for the file. She also indicated both the area to the east and the area to the west of the existing lot appeared to be disturbed and since the site is not in close proximity to any water bodies, archaeological deposits were unlikely. She did indicate that in the unlikely event something of obvious archaeological significance was uncovered during construction, work would be suspended until the situation could be properly addressed.

L. Wilson concluded that this project would result in No Historic Properties Affected.

Northumberland, 14234 (no federal number): Participant: Jamie Paine, CLD.

EXISTING CONDITIONS

Jamie Paine presented this bridge replacement project in the town of Northumberland. The Town of Northumberland, in cooperation with the NH Department of Transportation, is proposing to replace twin 72-inch corrugated steel culverts, which carry Brooklyn Street over Roaring Brook at its confluence with the Upper Ammonoosuc River. The culverts currently do not affectively carry stream flow, resulting in the migration of water through the roadway base materials and erosion of side slopes.

Brooklyn Street currently services a small residential neighborhood on the east side of this project. The neighborhood has developed near a large paper mill owned by Wausua Papers of New Hampshire. The paper mill is located on the Upper Ammonoosuc River, upstream from the project. Shortly downstream from the project on the Upper Ammonoosuc River is a covered bridge. In the southern extent of the project, on Brooklyn Street, is a sewer pump station. Due to safety concerns, the roadway is closed at both ends of the double culvert, so that no vehicles can currently pass through the project.

The Brooklyn Street neighborhood was previously bypassed with the construction of NH Route 110, which crosses Roaring Brook approximately 200 feet upstream from the project.

PROPOSED PROJECT

A 31-foot bridge or pre-cast structure option is proposed to replace the double culverts and the roadway will be reconstructed to protect its integrity. The proposed structure will have 45-degree wing walls in each quadrant. Guardrail will be installed along the majority of the river crossing.

Full depth reconstruction of the roadway will include placement of filter fabric beneath stone placed on the side slopes to protect against sediment or fines migration, paving of the roadway and adjacent sewer pump station parking lot, and several scour marks in the river downstream from the project will also be repaired. A grass-lined swale will be constructed to help treat storm water before it is discharged to Roaring Brook. In addition, an existing 8-inch sewer line under the embankment will be relocated on the upstream side of Roaring Brook to allow construction of the new bridge.

L. Wilson concluded that this project would result in No Historic Properties Affected on either architectural or archaeological properties.

Derry-Londonderry, IM-0931(0201), 13065: Participants: Jamie Paine and Marc Laurin.

Jamie Paine and Marc Laurin explained that the Draft Environmental Impact Statement (DEIS) for the Derry-Londonderry Exit 4A project is almost ready to go to print. In order to finish the document, the yellow sheets for several resources in the project area are required. Linda Wilson stated that she would put together the yellow sheets for the following six resources:

- Birch Street Residential Historic District (NH Route 28 south of Broadway/NH Route 102): No Adverse Effect
- Broadway (NH Route 102) Historic District: Adverse Effect (constructive impacts)
- Derry Village Historic District (intersection of NH Route 102 and Bypass 28): No Adverse Effect
- E.F. Adams House (72 Tsienneto Road): No Effect
- Palmer Homestead (76 Tsienneto Road): No Effect
- Reed Paige Clark Homestead (79 Stonehenge Road): Adverse Effect (acquisition/visual impacts)

Linda understands that theses materials are needed right away and stated that she would provide them at the April 12, 2007, NHDOT Cultural Resource Agency Meeting.

Manchester 14306 (no federal number): Participants: Matt Low (mlow@hta-nh.com) and Josif Bicja, HTA

M. Low began with a discussion of the replacement of the Island Pond Road Bridge over Hogg Brook (bridge no. 169/137). The project will include the removal of existing reinforced concrete

pipes with a pre-cast concrete box culvert and pre-cast concrete wing walls. The project will be conducted under the State Bridge Aid Program. The existing culvert was constructed in 1984. The roadway is currently closed to public traffic. The problem with the existing culvert is that it is placed too high and water now seeps through the roadway.

There are two modern homes within the vicinity of the project. The remaining area is characterized by low-lying areas that frequently flood. E. Feighner noted that this wet condition negated the potential for encountering archaeological materials.

L. Wilson concluded that the project finding would be No Historic Properties Affected. L. Wilson signed a Cultural Resource Memorandum of Effect for Municipally Managed Projects.

Windham, STP-TE-X-000S(343), 13113: Participants: Cathy Goodmen and Eric Milliken.

C. Goodmen began discussion regarding a drainage easement on a potentially eligible property (parcel 20). The property had been noted as a possible "Sears house" and is an example of an early twentieth-century cottage/cape. There is an existing reinforced concrete pipe and drainage ditch located well east of the residence. The project will put stone lining in the ditch to prevent future washouts due to high water.

L. Wilson indicated that this additional work would not cause any impacts to the potentially eligible property. C. Goodmen will revise the existing memo for signature at the April 12, 2007 SHPO meeting.

Nashua, 14831, X-A000(559), 14831: Participant: Charles Hood.

This project involves a rail trail acquisition from Main Street to East Hollis Street in Nashua. It would purchase the remaining abandoned railroad corridor that incorporates walking and biking facilities and possibly mass transit in the future. At this time, the project involves acquisition only and is estimated to cost approximately $453,000. A Programmatic CE is anticipated.

L. Wilson concluded that for acquisition only, the project would have a finding of No Historic Properties Affected. C. Hood provided a Cultural Resource Memorandum of Effect for Municipally Managed Projects for signature. The document will note that additional cultural resource review may be necessary if any future development is planned along the rail trial.

Colebrook, BRS-RS-X-0201(007), P2493C: Participant: Charles Hood.

N. Peterson provided a review of surplus land that abuts the Mohawk River and is associated with a house and barn along Route 26. The property had recently been purchased by DOT for the Route 26 project, but was subsequently determined that it was not needed. E. Feighner indicated that the property did appear to have some archaeological potential and therefore a covenant would be necessary. J. McKay should prepare the language for the covenant as is typically prepared for surplus land sales involving archaeological property.

Another option was presented which included doing an archaeological assessment of the site prior to sale. This would include a walkover and possible testing. If no archaeological materials were encountered, no covenant would be necessary.

L. Wilson concluded that either option would be acceptable.

Rochester, STP-TE-X-000S(092), 11922: Participant: Charles Hood.

N. Peterson provided a review of surplus parcels, which are two remnant railroad corridors in Rochester. The city wants to purchase the land for possible use as rail-trails. This review only involves the acquisition of the properties. A memo will be prepared for signature at the April 12, 2007 SHPO meeting that indicates that acquisition only will result in No Historic Properties Affected but that when development occurs, additional SHPO review will be necessary. N. Peterson will prepare the form for signature.

E. Feighner requested copies of the USGS map and photographs for distribution at the April 12, 2007 meeting. These materials were provided and the memo was signed.

Cambridge 14805 (no federal number): Participant: Charles Hood.

N. Peterson provided a review of a project that involves resurfacing and realignment along a 13-mile woods corridor of NH Route 16. A USGS map was provided to E. Feighner. Based on the proximity to the Androscoggin River, E. Feighner concluded that a Phase I Archaeological study would be necessary. Although the north segment appeared to be the most sensitive, she requested a walkover of all the areas to be widened.

Hillsborough Wal-Mart: Participants: Johanna Lyons, DRED; CR Willeke, District 4; Christina Chadwick (c2plusr@comcast.net), Hillsborough Historical Society; Gary Sparks; Peter Imse and Melissa Hanlon, Sulloway and Hollis (pimse@sulloway.com) with Albert Rex (historical consultant), John Merchant, Thomas Prieto; Arlene Johns (ajohns@mcttelecom); Herman Wiegelman (nhherm@hughes.net), Hillsborough Planning Board Chair; and Matthew Taylor, Abby Rand, Samuel Stark, Schyler Jones, Hillsborough; Robert Johnson; Paul Hayner, HSI.

P. Imse began the meeting with a review of the public meeting that occurred in February 2007. P. Imse also hoped to move toward a general consensus regarding the overview of impacts and commitments outlined in the draft agreement (MOU) provided by Sulloway and Hollis. NHDHR staff agreed that the overall intent of the draft agreement was good, but the format would not meet legal sufficiency requirements for processing through the Advisory Council for Historic Preservation.

C.R. Willeke provided input regarding the most recent engineering studies undertaken by DOT. C.R. Willeke also proposed a process in which Wal-mart could open for business prior to the construction of traffic improvements along the Route 9 corridor. If the Town of Hillsborough enters into a municipal agreement to manage the traffic improvements, then Wal-mart can begin site work and construction of the facility as soon as a revised Memorandum of Agreement is

executed. In essence, decisions regarding the best location for a roundabout can be tabled and go through the traditional review process that municipally managed projects must go through in order to receive cultural resource clearances from the SHPO.

One of the concerns had been the timeframe for review of the traffic improvements holding up the opening of the Wal-mart facility. Review and completion of traffic improvements may take 2-3 years while a typical timeframe for the construction of a Wal-mart is 1 year.

Another concern was how to deal with the costs of the improvements. C.R. Willike noted that the Town has a $900,000 commitment along with additional monies that will be provide by Wal-mart. These combined monies may cover the estimated costs for the roundabout construction. If the Town of Hillsborough manages the project, the monies could be managed successfully to construct the traffic improvements. A more formal estimate of these costs is currently being generated and will be provided to DOT.

L. Wilson noted that a municipally managed project would work because it will enable the Town, NHDOT and NHDHR to follow the process and come up with a good solution from both a traffic and cultural resources perspective. In order to proceed with this option, the MOU must be revised to meet guidelines. The finding for the project will be an **Adverse Effect**, but the revised Memorandum of Agreement will outline all of the stipulations that are reached to mitigate the adverse effect. L. Wilson reiterated some of these commitments including no impacts to the north side of Route 9 at the Route 31 intersection; the monument at the Route 9 and Route 31 intersection will not be impacted; maximum vegetative buffer and green-scaping will be provided as defined in the most recent plans; and down-lighting in the Wal-mart parking lot will be provided.

P. Imse will obtain some examples of the format for a Memorandum of Agreement from NHDHR and the CORPS. P. Imse will follow-through on the following activities:

1) Contact R. Roach at the CORPS to get MOA examples
2) Coordinate the cost savings proposal from the consultant and provide to NHDOT
3) Find out who the appropriate MOA signatory will be for the Town

P. Imse will submit a revised Memorandum of Agreement as soon as possible.

Thursday, April 12, 2007

Deering-Antrim, 14237 (no federal number): Participant: Thomas Marshall (TM), S E A Consultants; Wade Brown (WB), S E A Consultants; Craig Ohlson (CO), Town of Deering; Dan Donovan (DD), Town of Deering.

S E A handed out a meeting agenda including a USGS Map showing the project location and an existing bridge/project site photo packet to the attendees. Tom Marshall presented the following project information in the meeting:

RECAP OF PREVIOUS (1/6/05) CULTURAL RESOURCES MEETING

ROADWAY GEOMETRY/ALIGNMENT:

Both Towns are interested in investigating the replacement of the existing one-lane (18'-0" pavement width) bridge with a new two-lane (26'-0" pavement width) structure to handle current and future traffic volumes.

EXISTING CONDITION OF BRIDGE:
The superstructure is in poor condition and substructure is in fair condition. The structure is now in a state of accelerated deterioration due to corrosive road salts and natural weathering demands. The bridge was recently downgraded from a15-ton limit to 10 tons. The Town had to close the bridge until DOT completed some emergency repairs.

HISTORIC INFORMATION:
Originally built in 1905 (according to documentation), the existing one-lane, 76'-3" Single Span Low Warren Truss was determined eligible for the National Register of Historic Places in 1988. The documentation indicates that new concrete bridge seats and a new concrete deck were completed in 1953. There is no mention of whether or not the truss itself came from another location, which is the Towns' understanding as discussed in previous meetings. A survey of New Hampshire's historic bridges was performed by New Hampshire Department of Historical Resources (NHDHR) and New Hampshire Department of Transportation (NHDOT) officials in 1988/1989. The 2nd NH Turnpike Bridge (West Deering Road Bridge) was given a score of 19 at the time of the study, which made it the 3rd highest-ranking Single Span Low Warren Truss in the survey. Only the Bell Hill Road Bridge, built in 1909 in Stark, NH, and the Park Street Bridge, built in 1892 in Exeter, NH ranked higher at 20 and 22.5 respectively. The bridge was rescored in 1999 and now has a score of 21.

TRUSS REHABILITATION:
The potential issues and concerns with single lane and two lane truss rehabilitation alternatives were presented.

ABUTMENTS - REHABILITATION VS. REPLACEMENT:
Preliminary design considerations for abutment rehabilitation and replacement were presented.

DISCUSSION SEGMENT:
- Age of truss was still in question. Possible re-evaluation of historic rating if determined not to be 1905.
- Issues with existing bridge
- Offline Alignment
- Use of existing bridge in trail system
- Section 106 Process

PROJECT STATUS UPDATE

LOAD RATING ANALYSIS:
Since the last meeting S E A completed a load rating analysis on the existing bridge as a first step in determining the feasibility of rehabilitating the truss. At that time, the Inventory Rating was determined to be HS 5.9 (10.6 tons) and the Operating Rating was HS 9.9 (17.8 tons).

ALTERNATIVES ANALYSIS:
Once the Load Rating was complete several bridge rehabilitation and replacement alternatives were evaluated and presented in the form of a report. The alternates were:

Alternate 1 – Truss and Abutment Rehabilitation – 1 Lane Configuration
Alternate 2 – Truss Widening with New Abutments – 2 Lane Configuration
Alternate 3 – New 1 Lane Superstructure on Rehabilitated Abutments
Alternate 4A – New 2 Lane Structure on Integral Abutments (Online)
Alternate 4B – New 2 Lane Structure on Integral Abutments (Bypass)

The "Alternatives Analysis Summary" table from the September 2006 Alternatives Analysis Report was included in the handout package and was briefly discussed. The table summarized the evaluation by comparing bridge geometry, approximate project costs, relative historic, environmental, right-of-way and utility impacts, hydraulic capacity, anticipated maintenance, conformance to current design practice, recommended posting, and estimated construction duration and detour requirements for each of the five alternatives.

S E A recommended ***Alternate 4A - New Online 2 Lane Structure on Integral Abutments*** for the following reasons:

- Low maintenance
- Improved safety (meets current AASHTO design guidelines relative to roadway widths (for the current and future traffic volumes) and live load capacity.
- Lowest cost for a 2-lane structure.
- Minimizes impacts to private property.
- Will easily accommodate the "straight lining" of 2nd NH Turnpike. Based on the amount of work required to raise Old Concord Road in its current alignment, consideration should be also be given to connecting 2nd NH Turnpike directly to Route 202 as part of the Engineering Study roadway evaluation effort.

Tom Marshall finished by asking the group for feedback on the next steps.

The following paraphrased questions, comments and discussions ensued as a result of the presented information. These do not appear in the exact order that the issues arose.

- Jim Garvin reiterated that the actual age of the truss needed to be determined. Neither the Town nor NHDHR has been able to confirm that the 1905 date as accurate and no one is really sure where the 1905 date came from other than possibly a NHDOT "bridge card".
- Tom Marshall mentioned that the 1950's plans further present some uncertainty around the age and origin of the truss because of the horizontal and vertical modifications to the abutments that were completed. He mentioned that the age of the truss would not affect S E A's recommendation or the Town's desire to replace the bridge.
- Edna Feighner stated that work outside previously disturbed areas would require an archeological survey. The cornfields are not considered to be previously disturbed.
- Bill O'Donnell asked for clarification on why the "Bypass" alternate was not selected. Tom Marshall stated that the "Bypass" would be a significant cost increase due to the necessary approach work and the widening of the river both upstream and downstream of the existing bridge. It would also have major right of way and environmental impacts.
- Tom Marshall mentioned that widened/rehabilitated abutments were considered but were ruled for the two lane options because of cost and because of the concern for differential

settlement between the new and old portions. A thick clay layer was encountered during the geotechnical investigations. New abutments would most likely be pile supported.

- Jim Garvin stated that the trusses are the major concern and that he does not see a reason to push for salvaging a portion of the abutments because they would lose most of their historic value with a widening anyway.
- Jim Garvin's preference was to bypass the bridge and possibly use the truss bridge for recreational purposes.
- Dan Donovan & Craig Olhson were asked about the trail system on the Deering side. They did not believe that it was part of a main trail system but the bridge did see some occasional snowmobile use.
- Edna Feighner stated that constructing a new online bridge would be an adverse effect and that several options for dealing with the trusses would have to be investigated.
- Jim Garvin mentioned that in the past DRED has shown an interest in Warren trusses such as this one for use in trail systems.
- Jim Garvin mentioned approaching DOT again about creating a "storage yard" for bridges. Jim Garvin indicated he would note the need to NHDOT, but that it was SEA's responsibility to pursue these forms of mitigation. SEA might need to find a temporary location to store the bridge.
- Tom Marshall mentioned that the recent emergency repairs that were completed by DOT in the summer of 2006 were considered to be a two-year fix and that construction funding was scheduled for July 2008.
- Linda Wilson mentioned that the "Stark" bridge was small enough to move and relocate.
- Wade Brown asked who is responsible for looking into relocation options. Edna Feighner stated that DHR would assist but Joyce McKay added that S E A is responsible for creating and assessing the relocation options.
- Linda Wilson mentioned the potential for "prime soils" in this area and that USDA may have some additional requirements if it is.
- Tom Marshall mentioned that the high costs associated with saving, relocating, reconstructing and maintaining the trusses, as compared to constructing a new conventional bridge, will most likely deter anyone with a potential need for the bridge.
- Jim Garvin stated that DRED may be able to help with relocation and reconstruction costs if used on a designated trail system.
- Jim Garvin asked if DHR has a copy of the September 2006 Alternatives Analysis report that was submitted. Tom Marshall answered no but that S E A could forward a copy.
- Edna Feighner stated that Rich Roach needs to get involved with the process.
- Jim Garvin mentioned that the bridge should be rescored if not 1905 for the record but that the process could still continue.
- Wade Brown asked if this could be done as part of the HAER document. Jim Garvin agreed.
- Joyce McKay and Linda Wilson mentioned looking into Town reports for possible answers to the age of the truss.
- Jim Garvin stated that looking into the age of the truss should not hold up the project. He felt that it was feasible to complete in advance of the anticipated July 2008 construction date.
- Tom Marshall relayed concerns over timeliness of the DOT "bridge storage" area as this was discussed back in the first meeting on January 6, 2005 and nothing has further developed.
- Edna Feighner followed up with the suggestion that the Town also look into potential temporary storage areas.
- Joyce McKay mentioned the generation of two separate documents, the Memorandum of Effect and the Memorandum of Agreement, would be necessary.
- Jim Garvin stated that a summary table of the mitigation options would be very helpful at some point.

- Joyce McKay stated that S E A should contact Rich Roach and follow up with DRED and DOT on potential trail use.

Conway, HP-STP-NHS-DPI-MGS-TX-0153(001), 11339B: Participant: Michelle Rober (121 Fit/356-9350).

Plan of use

The intended use for this structure, which was originally occupied by Dr. Shedd, one of the best-known and most popular medical practitioners of Carroll County, is to use it as medical/health office space and private treatment rooms. As you know, according to the *Historic Preservation Deed Restriction Provisions,* the purchaser of this property is bound to preserve the "*significance, integrity, and architectural and historical values associated with the dwelling…".* In this spirit, I have developed a plan of use for this structure and the surrounding property.

- The original dwelling will be restored to its original natural beauty utilizing most of the existing materials insofar as they can be revived. After two initial professional inspections, we are sure that the structure of the building is sound and square with very little if any structural damage, save for an apparent injury to the roof structure from a fallen pine this past winter, 2007.
- The exterior will need some rehabilitation – some shingles, exterior porch needs replacement. This will be completed with materials consistent with its original construction.
- The interior wood floors will be restored, the plaster is in good shape, although the second floor horsehair plaster ceilings are falling down and will have to be replaced.
- All new electrical wiring is needed to upgrade according to code from 100 amp to current codes.
- Some questions do exist as to the replacement floors that are linoleum – as they don't seem to be original. Similar questions arise in regard to the bathrooms and kitchen appliances and cabinets.

The revived structure will host the epicenter of a state of the art wellness and fitness center to be built adjacent to it. This new facility will house both the business of 121 Fit, Inc., an existing wellness center in North Conway and outpost programs of the Memorial Hospital, including physical therapy, cardiac rehab, and other therapies for ambulatory patients. The spirit of this project is to not only restore the original structure, but to revive the history and spirit of the structure and the wonderful era in which it was built.

This house was built one year after the opening of the original Memorial Hospital in 1911. It was home to one of the most beloved doctors of the area and his family. It is no mistake that this house was built in close proximity to the hospital. The Shedd family of doctors was not only the early pioneers of modern medicine and orthopedics in the north, but they were the stanchions of support for the birth and popularity of skiing. Without these doctors and their care, skiing with its myriad of mishaps and injuries could not continue to flourish. Dr. G. Harold Shedd became one of the first experts in treating ski injuries in the country and he was later named as chief of staff of Memorial Hospital.

To complete this wonderful circle of history, 121 Fit brings to the new facility, as clients, both original players and descendants of the famous icons of skiing (and as well descendants of those

treated après ski by one of the Drs. Shedd): These include Brad Boynton of the 10th Mtn Division and ski instructor and shop keeper for Carroll Reed, Brooks Dodge, Olympic Gold Medalist and son of the legendary Joe Dodge who retrieved many patients for the good doctors and fledgling hospital on the slopes of Mt. Washington; Christof Schneider, son of Herbie Schneider and grandson to Hannes who keeps the need for good orthopedics alive over in St. Anton.

In summary, there will be no request to dramatically alter the structure in any way other than to restore it to its natural beauty and use it as main offices for 121 Fit and medical health office space for hospital programming. The intended construction of the new facility will provide the physical space for therapies as well as for the wellness center. Aspects of its architecture will mirror that of the house – the dormered roof, the shingles, the paned glass windows, the colors, and pillars at the entrance. As well it will echo some of the features of Memorial Hospital (the cupola, windows, colors). The new building will be interior to the land. It will be built into the land and will appear secondary to the house. The house will be the primary focus from Rt. 16. As few trees as possible will be taken down and gardens discovered on the property will be restored using the original pink Conway granite, which was used in both the foundation of the house and of the small shed.

J. McKay asked about the disposition of the garage. Michelle Rober responded that they would need to move back on the property but that it would be retained for storage. J. McKay also requested the Ms. Rober send plans as they are developed for review. Linda Wilson agreed that the above-described project met the intent of the mitigation plan and thanked Ms. Rober for the care that she has taken with the plan. J. McKay indicated that she would need to revise the existing covenant to include the construction of an adjacent building to the house.

Manchester, X-A000(099), 13898: Participant: Greg Bakos and Mike Hansen, VHB.

A brief description of the project was given to the resource committee. Greg Bakos from VHB explained the project. It was explained how this project is a continuation of the Phase I Piscataquog Rail Trail that was built from I-293 to South Main Street and that eventually it will continue to the Town of Goffstown. The following points and questions were addressed.

- It was asked if there are any existing railroad related structures along corridor, such as culverts. VHB informed them that there are none and that it would be nice to have some remnant of the old rail line in place to help remind people of what the corridor used to be for.
- It was asked what kind of fill would be used along the path. VHB explained that gravel would be used under the pavement to help stabilize the trail.
- Concerns were raised about safety under the Parker Street Bridge. It was noted that lighting was considered at this location because of this concern.
- Joyce McKay noted that she will look into whether a determination on eligibility has been made for the rail corridor.

The Committee has determined that there will be No Adverse Effect form the project on architectural or archaeological sensitivity areas, and they were in favor of this project. Once the question of the eligibility of the line has been addressed a memo can be signed.

Littleton, X-A000(046), 13861. Participants: Greg Bakos and Mike Hansen, VHB and Ram Maddali.

A brief description of the project was given to the resource committee, which follows a former railroad bed abandoned in ca. 1981. Greg Bakos from VHB explained the project and gave an update to the meeting from September 14, 2006. The updates were in regards to water quality and street lighting. With regards to the water quality, it was explained that VHB had met with NHDES and that no treatment was required because it is a reconstruction project and the existing drainage conditions will not be changing. This is an important determination because archaeological and/or historic resources might have been impacted if large storm water treatment facilities were required between Main Street and the river.

For the street lighting, it had originally been proposed to investigate using ornamental lighting consistent with lighting from earlier periods. The Town, in order to save on cost, has opted to use standard height streetlights in the same locations as the original lights. VHB will still attempt to have the Town use somewhat more decorative poles and fixtures, even at the greater spacing and height.

The committee has determined that there will be no effects on historic or archaeological properties. J. McKay checked the NHDOT inventory and found that the rail line was not determined eligible for the National Register in 1995. Therefore, a no historic properties affected memo can be signed.

Littleton, X-A000(046), 13861. Participants: Greg Bakos, VHB.

G. Bakos noted that the project would reconstruct sidewalks on Main Street. The reconstruction is within the right-of-way and would extend between the faces of the adjoining buildings. He indicated that treatment of the drainage would not be required, so that there will not be an effect on archaeologically sensitive areas. The existing drainage systems will be reused. He indicated that standard street lighting would be used rather than ornamental lighting because of their costs. L. Wilson stated that a no adverse effect memo could be signed.

Programmatic Agreement Among NHDOT, NHDHR, and FHWA. Participants: Bill Hauser, Den Danna, Nadine Peterson, and Joyce McKay.

This discussion was intended to review the remaining sections of the Programmatic Agreement that had been submitted to FHWA and NHDHR for review and comment. B. O'Donnell provided a copy of the draft Programmatic Agreement with a number of requested revisions throughout. His first comment related to the inclusion of Transportation Enhancement Projects and National Scenic Byways projects and whether they could be included under the Minor Projects category. B. O'Donnell provided two brief handouts that described these projects further. All present agreed that it was acceptable to include both TE and Byways projects within the Minor Projects category.

N. Peterson noted that FHWA would still be responsible for tribal consultation as part of this agreement.

B. Hauser was uncertain why much of the language in the PA mirrored 36 CFR 800. He was concerned that the Advisory Council may not accept the language as it is written. L. Wilson noted that referencing these regulations grounds the PA in federal law. She also noted that the Council has become more open and has displayed a greater understanding of the process. Since the NH PA is partly modeled on the Maine PA, L. Wilson felt that drawing on a neighboring state's example would be accepted by the Council.

L. Wilson also reiterated the need to include Section 106 Review of Other Projects in the PA. Having this fully defined codifies the process while experienced staff is still available at DHR, FHWA, and DOT.

B. Hauser indicated that it is okay to delegate the functions of FHWA to NHDOT, but not the final decision-making powers of that Federal agency.

NHDOT will look over the document again and make any appropriate changes prior to the next review on May 10th.

Newington-Dover, NHS-0271(037), 11238. Participants: Marc Laurin and Chris Waszczuk.

C. Waszczuk reviewed the impacts for the preparation of the MOA. At the request of the Town of Newington, the Department will be building sidewalks along the Dow and Beane properties. This will basically entail replacing the proposed seven-foot grassed panels with pavement. Therefore, the impacts Isaac Dow and Beane Farm outlined in the DEIS will not change. There may even be less impacts to the Beane Farm property as the northbound Spaulding Turnpike on-ramp from Woodbury Ave will be moved to further to the west. There will be no change to the Water Booster Pump Station or to the General Sullivan Bridge (GSB).

At the request of the City of Dover, a five foot curbed sidewalk will be constructed along the west side of Dover Point Road from the existing sidewalk on Boston Harbor Road to the proposed local Connector Road sidewalk and GSB pedestrian access. The grading will be mostly in the ROW, but some slope work could extend into the adjacent properties. Temporary slope easements may be needed on DOV 0098 (Charles Morang House at 19 Dover Point Rd.) and DOV 0104 (Crocker-Fleming Fleming House at 405 Dover Point Rd) properties. L. Wilson had no concerns with these changes. The impacts will be the same for the K9-Kaos property, with the barn being impacted. DOT is appraising the property for both a whole and partial acquisition, and will negotiate to determine owner preference. If the owner wants full acquisition, DOT will resell the house. J. McKay stated that this is documented in the Effects Memo, and she will use the agreements in the Memo for the MOA. Regarding documentation of the GSB, it was agreed that as there is already a lot of information documented in the Individual Form, documentation should just be supplemented with large format photos, mapping to show direction of view, and photographic description. The GSB rehabilitation will require the use of current technology (i.e. replace rivets with bolts, new deck, etc…). J. Garvin and L. Wilson agreed that this was appropriate as the GSB will be photo-documented.

Discussion of the archaeological investigations ensued. J. McKay will have the consultant conduct a walkover of both the potential and the sensitive areas that were identified in the DEIS for the preferred alternative. From this, the consultant will develop a Phase 1B investigation. The DEIS showed impacts sensitive areas at Exit 3 interchange area, the Pickering Brook area,

Dover Point Road, and Exit 6 median. Continued coordination will occur as the investigations proceed.

Lebanon, X-A000(232), 14194. Participants: Jason Gallant and Marty Bowers, The Louis Berger Group, Inc.

On 12 April 2007, representatives of the Louis Berger Group, Inc. met with representatives from NHDOT and NHDHR at these agencies' bi-monthly inter-agency cultural resources meeting to discuss changes to the project. This project, involving rehabilitation of the existing bridge with no changes to the girders or piers, was last reviewed on 13 July 2006, as a result of which a Memorandum of Effect was executed.

As originally envisioned, the rehabilitation work would take place with traffic detoured on existing roadways and closure of the bridge. However, the City of Lebanon has asked that a temporary crossing be constructed because area roads cannot accommodate the additional traffic from US 4 / NH 10.

The temporary bridge would be located on the former Route 10 right-of-way, which was abandoned at an unknown date subsequent to completion of the existing bridge on its "new" alignment in the mid-1940s. This right-of-way is approximately 65' upstream of the current centerline. Remnants of the previous bridge's substructure remain on either side of the Mascoma River.

Construction of a temporary crossing upstream of the existing bridge, utilizing the former Route 10 roadbed, would not affect an old dam located downstream of the existing bridge, nor an old bridge carrying a recreational trail over the railroad line. The consensus of the meeting was that there would be no adverse effects to archaeological resources as long as the temporary crossing the construction of the temporary bridge would not impact archaeologically sensitive areas because it was located on previously disturbed corridors. Should it be found necessary to locate portions of the temporary crossing off the old roadbed, the project will require additional review. A revised Memorandum of Effect will be executed to formalize this finding. Mr. Gallant will submit plans for the temporary crossing alignment directly to Edna Feighner when they become available.

Portsmouth, BHF-T-0101(015), 13678. Participants: Kevin Nyhan, Mark Richardson, Steve Liakos, Bob Juliano, Karen Gola, Charlie Hood, Dave Powelson, and Bob Landry; Addie Kim, Jim Fisher, and Javier Salinas, HNTB; Gene Sawyer, Michelle Marshall, and Deborah Finnigan, City of Portsmouth; and Lynne Monroe and Carol Hooper, Preservation Company. Kirt Mohney, Maine Historical Commission, participated by phone.

The purpose of this meeting was to present the preliminary designs developed for the various components of the Memorial Bridge to obtain input into final design and to review the status of cultural resource assessments/mitigation.

Jim Fisher presented an overview of the proposed Memorial Bridge Rehabilitation Project that will include "modified replication in kind" of the lift span (replacing the verticals, diagonals,

cross bracing and sway bracing), rehabilitation of the two flanking spans, complete replacement of the Scott Avenue Bridge, and minor rehabilitation of the Kittery approach spans.

Javier Salinas reviewed the design of the architectural components of the project that has been performed to address historic considerations (see attached copy of the presentation). The materials proposed to be used in the design of the control house, machinery house, gatetender/storage houses consist of copper treated to achieve a weathered, green patina. The original machinery house was modified and extended in 1981 to raise the roof of the structure so that it extends higher than the top of the upper chord of the bridge. The proposed machinery house would be expanded on all sides, but would be housed within the structure of the bridge and would not extend above the upper chord.

Javier Salinas presented renderings of the buildings and indicated that the control house has been designed to be a one-story structure that would incorporate electrical equipment in a crawl space below the control center. The control center would incorporate views for the operator, workspaces on opposing sides of the room, and a wraparound walkway/railing outside the building. Mark Richardson inquired whether concrete panels would be used. Javier Salinas responded that copper panels would be used. Mark Richardson commented on building insulation, and Javier Salinas indicated that this would be evaluated. Mark Richardson inquired about the proximity of the control house to the counterweight, as someone was killed by the counterweight descending. Javier Salinas indicated that the line of the counterweight on the plans represent the facing edge, not the centerline of the counterweight. Mark Richardson commented that the crawlspace should be designed to allow workers to stand while maintaining/operating electrical equipment.

Javier Salinas indicated that the control house has also been designed to conform to the scale of the bridge structure and would be located within the tower. The structure would incorporate a lot of glass to allow for maximum visibility from within the structure. There would be enclosures for the droop cables.

The support frame would be a lacing member and would be designed to match the existing top chords. Mark Richardson commented on the need for the lacing members on the underside of the bridge and questioned the extra fabrication costs for this. He indicated that there is no intention to replicate the upper and lower chords, as this encourages roosting by birds, so these will be enclosed, rolled members. It was agreed that the support frame would not incorporate the lacing.

Jim Garvin questioned where the counterweight would be in relation to the control house when the bridge is in the raised position. It was indicated that the counterweight would be well above the house or at the house, and that it is rare for a full lift to occur. This wouldn't impede views from the control house. The control house was sized to be as small as possible and includes lockers and a shop area, eat-in kitchen, and bathrooms.

Mark Richardson questioned which way the computer screens would be positioned for the extra workstations, and whether glare on the screens will be an issue. Gene Sawyer indicated that, in the existing control house, the screens are above the operator's head, and the operators at their consoles face upstream. Mark Richardson inquired whether these consoles could be turned around, and Javier Salinas concurred with this change. Gene Sawyer inquired about running water and sewer, and it was indicated that the control house would be equipped with this.

Javier Salinas indicated that the gate tenders and storage houses for equipment would be cantilevered, which will free up space on the sidewalks. The storage houses would be located

opposite from the gatehouses on each approach. The houses would be made of the same copper material with the green patina and would also incorporate glass to maximize views for the gate tenders. Mark Richardson inquired whether granite and gutters would be used, as shown on the drawing. It was discussed that the building will be copper and that the use of gutters will be studied.

Jim Garvin inquired whether the windows would be double-glazed or real glass. Javier Salinas indicated that the windows would be insulated glass.

Javier Salinas discussed a proposed elevator to be located in the north tower, starting at the top of the upper chord. At present, the only access to the top of the tower is a ladder. Bill O'Donnell inquired how access to the bottom of the elevator would be provided, and Javier Salinas indicated that an existing stairway within the truss could be used to provide access to the elevator. If the lift span is stuck in the up position, it is difficult to transport equipment and staff to the machine house.

The sidewalk surface will be constructed of recycled polyethylene planks that will be manufactured to replicate the existing wood planking on the sidewalks.

The plaques on the Memorial Bridge were discussed. Addie Kim indicated that the team was researching documentation on the plaques and the method through which they were originally mounted on the bridge, but no information on them has been found as of yet. Jim Garvin indicated that insulation of members (between plaque and bridge) would minimize electrolytic action and that the plaques were typically constructed of bronze. The plaques were most likely bolted to the bridge. It was agreed that original mounting system did not need to be replicated exactly and that it might be difficult to find documentation on the plaques in the original bridge plans. The need to retain conservators experienced in preservation/restoration of these plaques was discussed.

Javier Salinas presented the renderings of the Scott Avenue Bridge that show the proposed railing and lighting designs. The railings were discussed. Kirk Mohney asked whether there would be a smooth transition on the verticals elements. He commented that the detail on the existing would be difficult to replicate. J. Salinas responded that there would be a smooth transition from the proposed railings on the Scott Avenue portion to the Memorial Bridge.

The light fixtures were discussed. Addie Kim indicated that, in a meeting with the Portsmouth DPW, it was indicated that colonial era lights are generally used in Portsmouth. However, the DPW indicated that they would like the light fixture used in the park at the corner of Daniel and Bow streets, which is Victorian, to be used on the Scott Avenue approach. J. Garvin indicated that the 1925 design used acorn-type fixtures. Mark Richardson inquired where the fixtures would be mounted on the bridge. Jim Fisher indicated that an analysis would need to be performed to determine the appropriate spacing and locations for lighting. He inquired about the availability of a specification for the lighting so that the designers can determine the spacing. Bill O'Donnell questioned whether lighting was needed on the bridge, and it was discussed that lighting would need to be provided. Steve Liakos indicated that for security reasons, lighting would be provided.

The city would prefer to paint the pedestrian railings black, as shown on the renderings. Addie Kim indicated that the city indicated a preference for black paint on the railings, but indicated that the would defer to the city's wishes and to the original historic color on the bridge. Preservation Company has indicated that it appears from the scratch test performed on the bridge and from

historical research that the bridge was originally painted black. Lynne Monroe indicated that Waddell specified red lead as a base coat, with two follow up coats. Different color references that were found for the final coating were for black carbon, graphite, all referring to black. Pictures from the 1940s provided by Dave Powelson also indicate that the bridge was black. Lynne Monroe pointed out that, in the photo from the Historic Structures Report (page M65), the bridge also appears to be dark.

Addie Kim indicated that Maine DOT does not plan to paint the Kittery approach spans, so the bridge may remain green. Bob Landry indicated that the pigeon and seagull droppings would show up more clearly with a black color. Steve Liakos indicated that input would be obtained from the public into the decision. Mark Richardson indicated that black may fade faster and that it may not look the same with the copper. He also noted that the bridge has been green longer than it has been black, and the public preferences would be weighed in the decision. Mark Richardson asked Jim Garvin whether the SHPO would have objections to this. Joyce McKay inquired whether this was a historic resource issue. Jim Garvin indicated that the most significant finding was that the original paint color was black, but that the final paint color was surficial. Linda Wilson concurred and indicated that paint color can always be changed.

Jim Fisher raised the status of the Historic Structures Report. Lynne Monroe indicated that the Draft Historic Structures Report was circulated for comment. Joyce McKay indicated that she has forwarded her comments and comments were received from Jim Garvin. Kevin Nyhan indicated that large format photos of original plans need to be included in the Final Historic Structures Report. Also, a professional photographer such as Charley Freiberg was going to document the building process.

Work in Memorial Park was discussed. Lynne Monroe mentioned that the Pier II project is scheduled to start in June. Addie Kim indicated that the Scott Avenue Bridge option that is preferred would involve building behind the existing abutment. The handout indicates that extent of temporary disturbance anticipated to the park area from the abutment excavations. Bob Landry inquired about temporarily disturbing the entire park area, for use in construction staging. Jim Garvin inquired whether padding would be used over the surface, by placing mats. Bob Landry indicated that the shrubbery may be temporarily displaced. Joyce McKay indicated that the park is being designed by the city, and it is assumed that vegetation would be removed. Addie Kim inquired about the monument/plaque in the park, and it was discussed that this plaque should be temporarily removed from the site during construction and returned upon completion of construction.

Addie Kim indicated that archaeological monitoring during the geotechnical borings indicated that there was brick debris that was interpreted to represent a demolition layer. This debris was encountered at depths of between 5 feet along the waterfront and between 14 to 26 feet around the Scott Avenue Bridge. The results imply that the area under Memorial Park at the Scott Avenue Bridge site consists of a thick layer of fill that was emplaced when the approach was constructed. However, prior archaeological investigations in Memorial Park were performed to a depth of 4 feet, and the commitment to monitor excavations below 4 feet in the park will be adhered to during construction. Edna Feighner indicated that a monitor should be present during excavations in the park and work stoppages should be employed should artifacts be encountered.

Bob Landry indicated that the construction schedule is aggressive, and construction delays should be minimized to the extent possible. The issue of whether construction would be stopped in the event of a discovery was raised. Addie Kim indicated that the archaeological monitoring protocol developed by IAC for the project outlines a procedure that states that work stoppages may extend

for up to 8 to 24 hours. This monitoring protocol will be attached to a supplement that will be submitted shortly on the end of field report for the geotechnical monitoring. Mark Richardson indicated that this work should be conducted through the night if necessary to expedite the construction schedule. HNTB agrees to negotiate this point with IAC.

Joyce McKay indicated that she has contacted the Trustees of Trust Funds for permission to place the historic marker within Prescott Park. She has also been in contact with the city on their historic marker program to develop a sign that will be consistent with this program. Addie Kim indicated that a backup location within the right-of-way suggested by the Portsmouth DPW in the event that the Trustees do not grant permission would be the sidewalk along the Scott Avenue Bridge approach, where the sidewalk is wide. Jim Garvin indicated that a location within Prescott Park adjacent to the Walker Coal pier would provide a better vantage point of the bridge. Joyce McKay indicated that she would be looking to Preservation Company for wording to place on the sign. Lynne Monroe requested that Jim Garvin provide guidance for the text for comparable historic signs.

It was discussed that the Historic Structures Report would be made available in several repositories, including libraries and Strawberry Banke. Joyce McKay also recommended that the report be sent to the State of Maine.

Bob Landry mentioned that security issues are being resolved for the bridge and inquired whether there were any other comments or issues. Kirk Mohney mentioned that his copy of the presentation did not include renderings of the elevator and requested that these be sent to Maine HPC. He inquired whether the elevator would have the same sheeting material. Javier Salinas indicated that the elevator would be designed with a color that matches the bridge. Jim Garvin requested that a graphic of the droop cables be distributed by e-mail. [This was subsequently done.]

Mark Richardson commented that the project team had made a commendable effort to address the SHPO concerns. Linda Wilson commented that the review process has been a congenial one in working with the project team.

Concord, X-A000(366), 14426: Cancelled.